WILLIAMS GATEWAY AIRPORT

Airport Master Plan

EXECUTIVE SUMMARY

WILLIAMS GATEWAY AIRPORT

Williams Gateway Airport is located in the City of Mesa, Arizona, approximately 20 miles southeast of the City of Phoenix. Located within the East Valley portion of Maricopa County, Williams Gateway Airport is adjacent to the rapidly growing communities of Gilbert and Queen Creek. By the year 2005, the Maricopa Association of Governments projects the combined Mesa, Gilbert and Queen Creek area to have a population of over 600,000. By the year 2020, this is expected to grow to more than 850,000.

Power and Ellsworth Road serve as the primary north-south roadways linking Williams Gateway Airport to the City of Mesa and Interstate Highway 60 to the north and the Town of Queen Creek to the south. Ray Road serves as the primary east-west roadway linking the airport with the Town of Gilbert, City of Chandler and Interstate Highway 10 to the west. In the future, Williams Gateway Airport will be served by an upgraded Ellsworth Road to the east, Power Road to the west, Ray Road to the north and Pecos Road to the south. The planned San Tan Freeway will be located approximately one-half mile north of the airport.

Williams Gateway Airport is owned and operated by the Williams Gateway Airport Authority (WGAA). The WGAA is comprised of the City of Mesa, Towns of Gilbert and Queen Creek, and the Gila River Indian Community. A four-member board, consisting of representatives from each of these governing bodies, provides policy direction for the WGAA.

Williams Gateway Airport features three parallel runways and can accommodate any civilian aircraft, including the largest transport turbojet aircraft. The airport is served by an Instrument Landing System (ILS) to assist pilots in locating and landing at the airport during poor weather conditions. An airport traffic control tower, airfield lighting and marking systems, and 24-hour fuel and line services provided by the WGAA support aircraft activities at the airport.

AIRPORT MASTER PLAN PROCESS

The Williams Gateway Airport Master Plan Study was undertaken to evaluate the airport's capabilities and role within the regional and national aviation system, to forecast future aviation demand and to plan for the timely development of new or expanded facilities required to meet that demand. The ultimate goal of the Master Plan is to provide systematic guidelines for the airport's overall development and operation.

This Master Plan is an update to the previous Airport Master Plan completed in 1993 prior to the opening of Williams Gateway Airport. This Master Plan update was initiated to evaluate the future role of Williams Gateway Airport considering the actual activity and use of the airport since opening in March 1994 and the ever-changing needs of the air transportation industry.

An important component of the planning process was public input and participation. This included the direct involvement of a Planning Advisory Committee whose role was to review the conclusions, plans and proposals of the Master Plan and provide recommendations. The findings and recommendations of the study were also shared with the general public during a series of Public Information Workshops where input was solicited from interested citizens.

ROLE OF THE AIRPORT

Williams Gateway Airport is classified in the National Plan of Integrated Airport Systems as a reliever airport. In this manner, Williams Gateway Airport is expected to relieve congestion at Phoenix-Sky Harbor International Airport by providing an alternate landing area for both general aviation and commercial aircraft. Williams Gateway Airport serves a wide range of aircraft and activities in fulfilling this role. This includes military, general aviation and commercial airline training activities and specialized air cargo, air ambulance, and aircraft certification activities.

In the future Williams Gateway Airport is expected to initiate scheduled passenger airline service and scheduled air cargo service to serve the growing demands of the East Valley and relieve demand placed on Phoenix-Sky Harbor International Airport. General aviation activity is anticipated to grow as well. This includes greater use of the airport for business and corporate uses and continued growth in flight training activities related to aviation education programs at the adjacent Williams Campus.

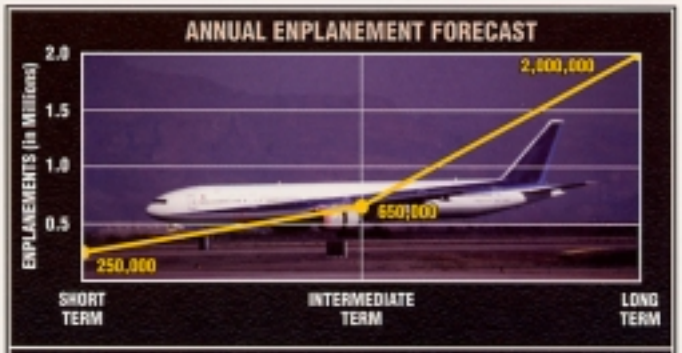
AIRPORT DEVELOPMENT PLANS

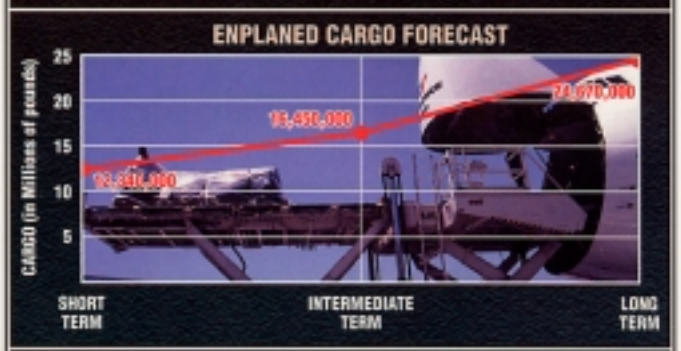
A program for the future orderly development of Williams Gateway Airport has been outlined in the Master Plan. Recognizing that many factors on the local and national level could affect the development program, a demand-based development program was established for the airport. A demand-based program provides the WGAA with the ability to change the priority of specific development projects in response to unanticipated needs or demands.

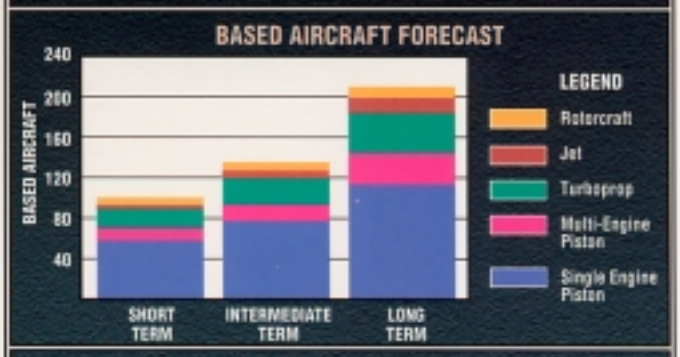
Future development needs have been outlined in one of three "Planning Horizons". Planning horizons were estab-

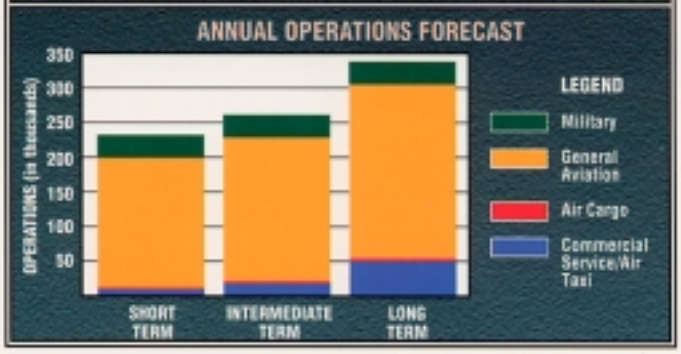
FORECAST SUMMARY

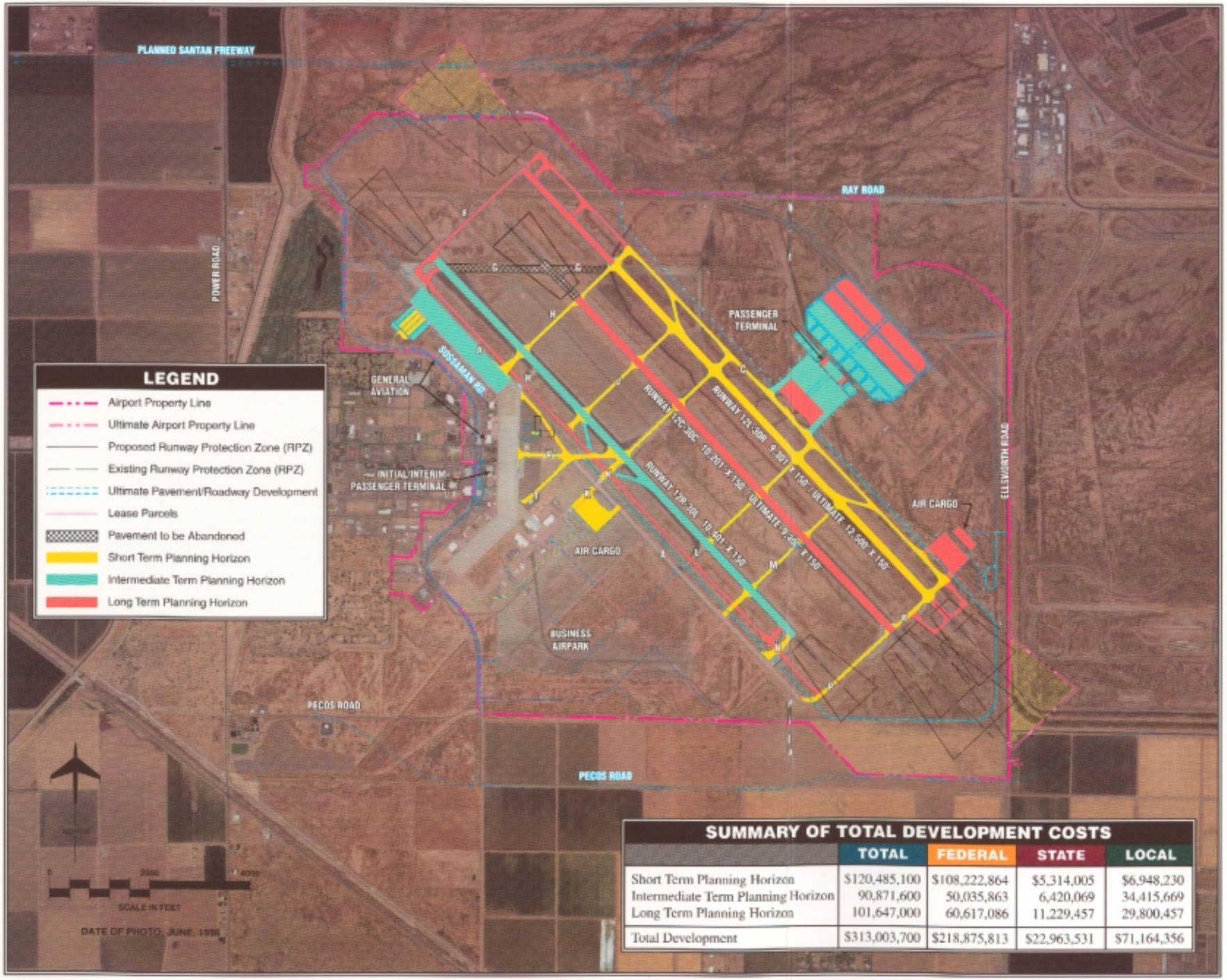
	SHORT TERM	INTERMEDIATE TERM	LONG TERM
Annual Enplanements	250,000	650,000	2,000,000
Enplaned Cargo (lbs.)	12,340,000	16,450,000	24,670,000
Based Aircraft	100	135	210
Annual Operations			
Commercial Service/Air Taxi	9,100	18,100	50,700
Air Cargo	800	1,100	1,600
General Aviation	189,300	209,300	252,900
Military	33,000	33,000	33,000
Total Annual Operations	232,200	261,500	338,200











SUMMARY OF TOTAL DEVELOPMENT COSTS

	TOTAL	FEDERAL	STATE	LOCAL
Short Term Planning Horizon	$120,485,100	$108,222,864	$5,314,005	$6,948,230
Intermediate Term Planning Horizon	90,871,600	50,035,863	6,420,069	34,415,669
Long Term Planning Horizon	101,647,000	60,617,086	11,229,457	29,800,457
Total Development	$313,003,700	$218,875,813	$22,963,531	$71,164,356

DEVELOPMENT STAGING

SHORT TERM PLANNING HORIZON

- Initial/Interim Terminal Building Improvements
- Taxiway Improvements/Reconstruction
- Drainage Improvements
- Equipment Acquisitions
- Construct T-hangars
- East Terminal Area Infrastructure Improvements
- Rehabilitate Airfield Electrical System
- Construct Cargo Apron
- Construct Heliport
- Land Easement Acquisitions

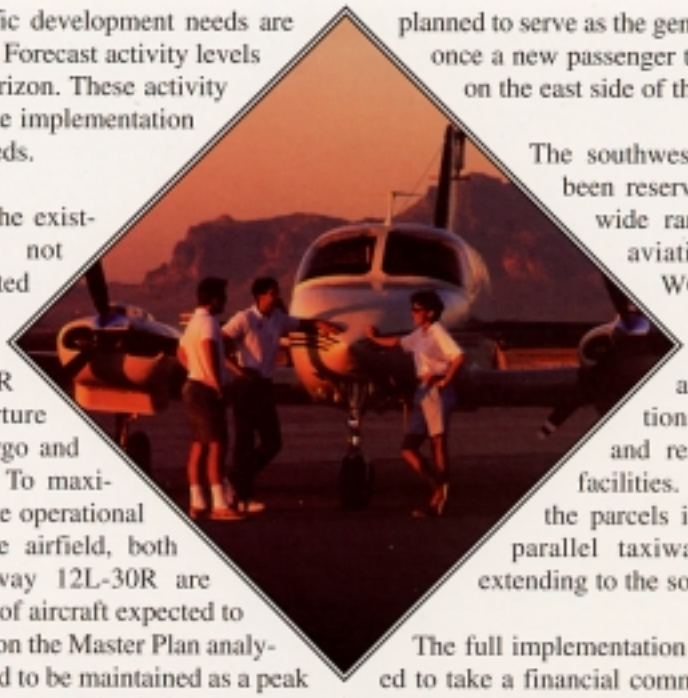
INTERMEDIATE TERM PLANNING HORIZON

- Construct Terminal Building, Automobile Parking, and Apron
- Expand Fuel Storage
- Install Security Fencing and Gates
- Construct Perimeter Service Roads
- Fire Protection Upgrades
- Establish Instrument Approach to Runway 30R
- Equipment Acquisitions
- Construct T-hangars
- Runway and Apron Reconstruction
- Airfield Lighting Upgrades
- Taxiway Improvements
- Construct Aircraft Wash Facility
- Pavement Preservation

LONG TERM PLANNING HORIZON

- Expand Terminal Building, Automobile Parking, and Apron
- Expand Fuel Storage
- Construct Perimeter Service Roads
- Taxiway Improvements
- Construct East Cargo Apron, Access Roads, and Automobile Parking
- Fire Protection Upgrades
- Establish Instrument Approach to Runway 12L
- Runway and Apron Reconstruction
- Extend Runway 12L-30R
- Replace Airport Traffic Control Tower
- Pavement Preservation

lished to indicate when specific development needs are anticipated to be implemented. Forecast activity levels are linked to each planning horizon. These activity levels are used to determine the implementation of anticipated development needs.



The Master Plan determined the existing runway lengths were not sufficient to serve the projected mix of aircraft through the planning period. A 3,200-foot extension of Runway 12L-30R to accommodate the departure requirements of typical air cargo and passenger aircraft is planned. To maximize airfield capacity and serve operational needs along each side of the airfield, both Runway 12R-30L and Runway 12L-30R are planned to serve the full-range of aircraft expected to operate at the airport. Based upon the Master Plan analysis, the center runway is planned to be maintained as a peak period runway serving primarily general aviation users and a portion of the commercial aircraft fleet. As the primary runway serving commercial airline and air cargo needs, Runway 12L-30R is planned for instrument approaches to each end, possibly utilizing Global Portioning System (GPS) technology. A series of taxiway and lighting improvements had been recommended to enhance the safety and efficiency of aircraft operations.

At the time the Master Plan was initiated, the WGAA was in the process of renovating an existing building along the existing middle apron to serve as an initial/interim passenger terminal building. Ultimately, passenger terminal services are planned to be developed along the east side of the airport due to site constraints at the initial terminal site which prevent expansion and apron, parking and access limitations. The ultimate east terminal building site is expected to be served by a dedicated interchange from the planned San Tan Freeway. Ellsworth Road and Ray Road will also provide access to the ultimate terminal site.

Air cargo activities are expected to be initially served on the west side of the airport on an apron area to be developed along Taxiway A. Dedicated air cargo facilities are also planned along the east side of the airport to take advantage of direct roadway access to Ellsworth Road and to segregate these activities on the airport.

General aviation development is reserved for the north and middle apron areas. T-hangar and T-shade hangar development is planned along the north apron. Future general aviation services are planned to be provided from the middle apron. The initial passenger terminal building is ultimately planned to serve as the general aviation terminal building once a new passenger terminal building is developed on the east side of the airport.

The southwest portion of the airfield has been reserved for the development of a wide range of commercial/industrial aviation activities to support WGAA goals to serve a variety of aerospace activities including: aviation manufacturing, aircraft maintenance/modification, aircraft testing, education and research, and corporate office facilities. Airfield access for many of the parcels is available using an existing parallel taxiway and a planned taxiway extending to the southwest.

The full implementation of the Maser Plan is estimated to take a financial commitment of over $313 million. Over three-quarters of this funding will be eligible for grants-in-aid administered by the FAA and Arizona Department of Transportation, Aeronautics Division. A key source of funding will be airport rents and charges to its tenants and users.

AIRPORT ECONOMIC BENEFITS

Besides providing essential aviation services for the East Valley, Williams Gateway Airport has an important economic impact. The Airport creates jobs, produces income and influences regional spending levels. In conjunction with the Master Plan update, an Economic Benefit Study for Williams Gateway Airport was prepared by the College of Business at Arizona State University.

Airports benefit the regional economy through the revenues, earnings, and employment associated with aviation activity both on and off the airport. Economic activity on the airport includes outlays by both suppliers and users of aviation services. Off-airport activity is primarily linked to visitors and air travelers. There are three types of economic benefits associated with activity at Williams Gateway Airport:

- Direct Benefits are created from the supply of aviation goods and services on the airport by private business providing a variety of services and activities and airport administration. This includes flight instruction, air ambulance, aircraft maintenance/repair/modification and aviation-related manufacturing.

- Indirect Benefits are created by visitors who arrive via the airport for business or personal reasons and spend

locally for food, lodging, entertainment, etc. At Williams Gateway Airport, indirect benefits are also the result of the annual air shows and numerous aircraft testing activities.

- Induced Benefits are created by the multiplier effects as spending re-circulates within the community.

According to the 1998 study, Williams Gateway Airport was directly responsible for over $55 million in revenues. This supported 617 jobs on the airport with an annual payroll in excess of $19 million. At the same time, Williams Gateway Airport was indirectly responsible for an additional 41 jobs, $674,000 in payroll, and $2.7 million in revenues. This spending and output supported another 562 jobs within the community with an annual payroll of over $14 million and revenues exceeding $56 million. Combined, the total economic benefit of Williams Gateway Airport in 1998 was $114 million in total revenues which supported 1,220 jobs with an annual payroll over $35 million.

SUMMARY OF ECONOMIC BENEFITS - 1998

Benefit	Gross Revenues	Earnings	Employment
Direct	$55,363,000	$19,992,000	617
Indirect	$2,758,000	$674,000	41
Induced	$56,675,000	$14,406,000	562
Total Benefits	$114,796,000	$35,072,000	1,220

SUMMARY OF ECONOMIC BENEFITS - 2020

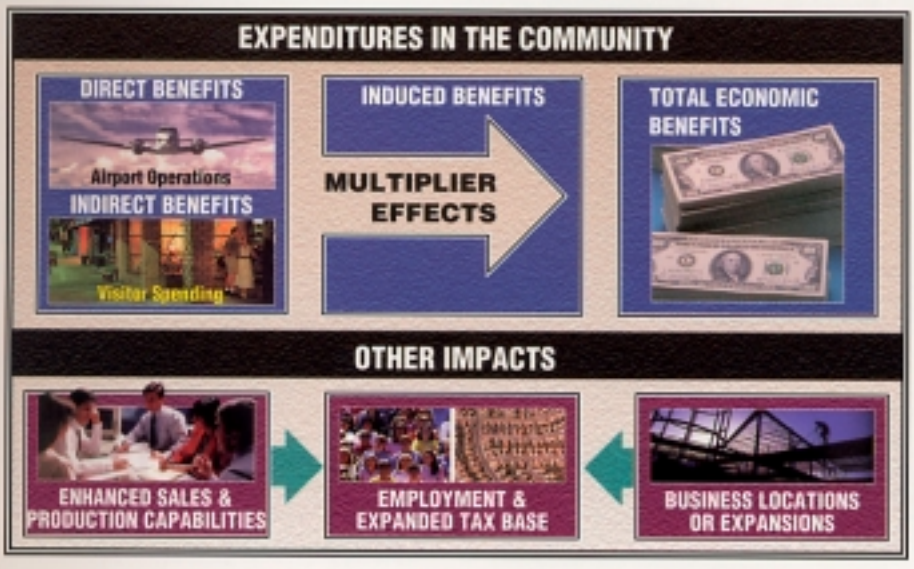
Benefit	Gross Revenues	Earnings	Employment
Direct	$76,765,464	$27,205,697	828
Indirect	$411,600,000	$100,574,983	6,163
Induced	$476,213,109	$89,073,342	5,973
Total Benefits	$964,578,573	$216,854,022	12,964

By the year 2020, the total annual economic benefit of Williams Gateway Airport is expected to exceed $960 million as passenger airline activity expands and air traveler spending increases. This is expected to support 12,964 jobs within the community with an annual payroll exceeding $216 million.

Williams Gateway Airport creates significant social and economic benefits that are not as easily measured. The air transportation provided by Williams Gateway Airport allows freedom for individuals to travel and satisfy their personal preferences and needs. It also makes the local economy more competitive providing businesses ready access to markets, materials and international commerce. Williams Gateway Airport also brings essential services to the community such as enhanced medical care, law enforcement, and just-in-time cargo delivery. These capabilities raise the quality of life for residents and maintain a competitive environment for economic development.

PLANNING FOR THE FUTURE

Williams Gateway Airport is a proven asset to the economy of the East Valley. The Master Plan provides a blueprint for development to meet challenges of the future and ensure the airport remains a viable, safe, and productive facility. The plan is not intended to happen overnight. Rather, it will require long-term community development, coordination and cooperation over many years.



The WGAA recognizes the importance of Williams Gateway Airport to the community and region as well as the challenges inherent in providing a safe, efficient, first-class facility. The WGAA will continue to monitor the growth of activities at Williams Gateway Airport and trends and changes in the community and aerospace industry. This will permit the WGAA to implement and refine its Master Plan in order to provide the most accurate response to the changing needs presented by the aviation community, while maintaining and managing the airport with sound fiscal and environmental practices.

PLANNING ADVISORY COMMITTEE REPRESENTATION

Airport Authority	1
Town of Gilbert	1
Town of Queen Creek	1
Gila River Indian Community	1
Arizona State University - East	1
Williams Education Center	1
Phoenix-Sky Harbor Airport	1
Chandler Municipal Airport	1
Falcon Field Airport	1
Local Homeowners	7
Airport Traffic Control Tower	1
Airport Tenants	2
161st Air Refueling Group	1
Local Businesses	4
Arizona Department of Transportation, Aeronautics Division	1
Federal Aviation Administration	2
Maricopa County	1
Maricopa Association of Governments	1
Mesa Convention and Visitors Bureau	1
Arizona Department of Commerce, National Marketing Group	1
Air Freight Association	1
Air Transport Association	1
Regional Airline Association	1
National Business Aircraft Association	1
Aircraft Owners and Pilots Association	1
Arizona Pilots Association	1
U.S. Air Force Research Laboratory	1
Airport Management Representative	1

For more information, please contact:

Williams Gateway Airport Authority
5835 South Sossaman Road
Mesa, Arizona 85212
(480) 988-1013
FAX (480) 988-2315
www.flywga.org

WILLIAMS GATEWAY AIRPORT

Coffman Associates
Airport Consultants